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CENTRAL INTELLIGENCE AGENCY

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C-O-M-F-I-D-E-M-T-I-A-L

DATE OF INFO. PLACE ACQUIRED DATE OF INFO. PLACE ACQUIRED DATE ACQUIRED SOunce Evaluations are definitive. Appraisal of Content is Tentative. 1. Only one airplane arrived at and departed from the Chicagin airfield (RE627) from the time of the Armistice up to March 1955. This airreaft was gray, had twin engines, and resembled a Chicagin airfield thrie airreaft was gray, had twin engines, and resembled a Chicagin airfield thrie veekly at 10 a.m. and departed at moon on the same day; from Detober 195h to Narch 1955 it appeared almost every day. The plane carried passengers, daily newspapers, and monthly magazines. 3. Shortly after the airplane's arrivel at Chicagin airpert a medium-sized Exceptionary and the three Company motor was gook five or six passengers and accompanying baggage to Chicagin city. 25X1 1. This airfield has been called the Chicagin airfield since August 195h. Permar names were Seishim No. 1, Yer Sung, and Rangdok. 2. Another report stated that in December 195h the only acrial activity at the Chicagin airfield was the arrival of a NUTT plane and mail delivery. Comments 3. In Pebruary 195h, a Chicagin street metics stated that regular air service was arrailable between Pyrongyang and Chicagin. The Means, Chasen (Demogratis Exces) of Pebruary 195h stated that the Earten-Servic Plane and Between Pyrongyang and Employs, and Employs, and Employs.	COUNTRY	Korea	REPORT	71	5X1
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PLACE ACQUIRED			NO. OF PAGES	1	25 V 1
This is UNEVALUATED Information 1. Only one airplane arrived at and departed from the Chronglin airfield (ENGOZY to ENGOZE) from the time of the Armistice up to March 1955. This aircraft was gray, had twin engines, and resembled a Cohy except that the leading edge of the vings was straight. 2. From Pehruary 195h to Ortober 195h this plane landed at Chronglin airfield thrise weekly at 18 a.m. and departed at moon on the same day; from Ortober 195h to March 1955 to appeared almost every day. The plane carried pas— 25X1 sengers, daily newspapers, and monthly magazines. 3. Shortly after the airplane's arrival at Chrongjin airport a medium-sined Enrespication of the Enrespication of the Chronglin city. 25X1 Destants of the Chronglin in the Chronglin airfield since Angust 195h. Fermer mames were Seishin No. 1, for Sung, and Engdox. 2. Another report stated that in December 195h the only aerial activity at the Chronglin airfield was the arrival of a Milit plane and mail delivery. Comment. Stated that in March 1955 there were no military planes in evidence at the Chronglin airfield; only passenger planes were landing. Comments. 3. In Pebruary 195h, a Chrongjin street notice stated that regular air service was available between Plyongyang and Chronglin. The March Observation of the Enream-Seviet John Stock Company had passenger service between Plyongyang and Enghang, and between Plyongyang and Chronglin.	DATE OF INFO.		REQUIREMENT NO.	RD	23/1
1. Only one airplane arrived at and departed from the Ch'ongjin airfield (INSC27 to INSC22) from the time of the Armistice up to March 1975. This airraft was gray, had twin engines, and resembled a C-A7 except that the leading edge of the vings was straight. 2. From February 1974 to October 1974 this plane leaded at the departed airfield thrice weekly at 18 a.m. and departed at moon on the same day; from October 1974 to Narch 1975 it appeared almost every day. The plane carried passengers, daily newspapers, and monthly magazines. 3. Shortly after the airplane's arrival at Ch'ongjin airpart a medium-sized Encept-Seviet Air Transport Joint Steek Company motor was good five or six passengers and accompanying baggage to Ch'ongjin city. Particular of the Ch'ongjin airfield since Angust 1974. Ferner names were Seishin No. 1, For Sung, and Engdox. 2. Another report stated that in December 1974 the only aerial activity at the Ch'ongjin airfield was the arrival of a NEIT plane and mail delivery. Company. Compents Company 1974, a Ch'ongjin street notice stated that regular air service was available between Pyongyang and Ch'ongjin. The Macha Chemany had passenger service between Pyongyang and England, and between Pyongyang and Ch'ongjin.	PLACE ACQUIRE	D	REFERENCES		
1. Only one airplane arrived at and departed from the Ch'ongjin airfield (EM622) to EM6223) from the time of the Armistice up to March 1955. This aircraft was gray, had twin engines, and resembled a C-h7 except that the leading edge of the wings was straight. 2. From February 1954 to October 1954 this plane landed at Ch'ongjin airfield thrice weekly at 18 a.m. and departed at moon on the same day; from Getober 1954 to March 1955 it appeared almost every day. The plane carried passengers, daily movespars, and mostly magazines. 3. Shortly after the airplane's arrival at Ch'ongjin airpart a medium-sized Europe-Seviet Air Bransport Seint Steek Company motor has good five or six passengers and accompanying baggage to Ch'ongjin city. 25X1 3. In February 1954, a Ch'ongjin street notice stated that regular air service was available between Pyongyang and Ch'ongjin. The March Oneson (Demogratic Europe) and between Pyongyang and Ch'ongjin. The March John Shareh (Demogratic Europe) and Botween Pyongyang and Ch'ongjin.	DATE ACQUIRED	,	This is UNEVALUA	ΓED Information	
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Joint Stock Company had passenger service between Plyongyang and Maghing, and between Plyongyang and Chlongjin.	Che	son (Democratic Kerea) of Publ	reary 1954 stated that the	Korpan-Boytot	
• • •	J 61	at Stock Company had passenger	e service between P'yongya	of any graphists	
4. This bus had a seating capacity of about 15 persons. It was observed passing over the bridges at EB6324, EB6425, and EB6325.		•			
	4. Thi	s bus had a seating capacity (sing over the bridges at EDE2)	of about 15 persons. It was	AS OBSETTED	
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INTORMATION REPORT

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INFORMATION REPORT